

Business Notices.

THE ART CURATOR

H. N. & KOMOR

10, Queen's
White Street,
St. Catharines

Books, Magazines,
Pamphlets, and
all kinds of
Literature

TORONTO MACHINERY IMPORTING CO., Ltd.
MUSKIE BROS. INSURANCE CO., Ltd.
IMPERIAL CLOTH. PATHE, Mfg. Co.
CONTRACT CARPENTERS & WOOD CO., St. Cath.
ONOND. CEMENT CO. (Canada), St. Cath.
KALIFORNIA CEMENT CO. (U.S.A.), St. Cath.
KING'S PATENT CO. (U.S.A.), St. Cath.
KING'S PATENT CO. (U.S.A.), St. Cath.
KING'S PATENT CO. (U.S.A.), St. Cath.

Miss Magarh, the nurse, assisted in burning and attending the wounded, and continuous heavy fire. The 22nd sent two men killed; 6 dangerously, 5 seriously, and 22 slightly wounded.

NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Arcturion*, Captain EHLERS, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Underwriter, and to take immediate delivery of their Goods from the Godowns.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th October.

No Fire Insurance has been effected.

SIEMSEN & Co., Agents.
Hongkong, September 28, 1897. 1928

STEAMSHIP CALEDONIAN.
COMPAGNIE DES MESSENGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London at S.S. *Memphis*, from HAVRE at S.S. *Pres*, *Le Roy*, *Lafayette*, and *Le Havre*, in connection with above Steamers, are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on consignment before 2 p.m. To-day (Tuesday), requesting it to be landed here.

Bills of Lading will be counter-signed by the Underwriter.

Goods remaining undelivered after Tuesday, the 12th October, will be subject to rent and landing charges.

All Claims must be sent in to me on or before Tuesday, the 12th October, or they will not be recognized.

All Damaged Packages will be examined on Tuesday, the 5th October, at 4 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.
Hongkong, September 28, 1897. 1932

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship *Kintuck*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Limited, at Kowloon, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriter before Noon on the 7th October, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 7th October, at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 7th October will be subject to rent.

Bills of Lading will be counter-signed by the Underwriter.

HOLLIDAY, WISE & Co., Agents.
Hongkong, September 30, 1897. 1918

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Lightning* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from the Godowns.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 21st Instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, at Kowloon.

Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from the Godowns, such Goods impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by the Underwriter.

DAVID SASSOON, SOHNS & Co., Agents.
Hongkong, October 2, 1897. 1971

Intimations.

AMERICAN SYSTEM

DENTISTRY.

39, QUEEN'S ROAD CENTRAL.

CHADWICK K.W.

(Late of Paris & No. 1.)

Hongkong, July 12, 1897. 2586

Relieves the scalding pain at once and cures all discharges from the genital-urinary organs in either sex in 48 hours.

Santal Midy is a specific for Gonorrhea, Cystitis, and all other urinary ailments.

Unlike the sandal oil of the Bazar, Santal Midy is superior to all other preparations, being pure, without opium, or any other injurious ingredients.

Preparation of Santal Midy is a secret.

Each bottle contains 100 capsules, and bears the name of the proprietor.

SANTAL MIDY.

Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Chelid*, Captain R. Cus, will be despatched as above TO-MORROW, the 5th October, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, October 4, 1897. 1930

OCEAN STEAMSHIP COMPANY.

FOR SINDAKAN AND KUDAT.

The Co.'s Steamship *Deception*, Captain Brasco, will be despatched as above TO-MORROW, the 5th October, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 2, 1897. 1966

SILVER LINE OF STEAMERS.

FOR MARSEILLES.

The Co.'s Steamship *Comet*, Captain Parsons, will be despatched as above TO-TUESDAY, the 6th October.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, September 29, 1897. 1917

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Patricia*, Captain Drouss, will be despatched as above TO-WEDNESDAY, the 6th Instant, at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 1, 1897. 1782

MOGEL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Enrya*, Captain Drouss, will be despatched as above TO-TUESDAY, the 7th October, 1897.

S.S. *Enrya*, to sail about 30th Oct. 1897.

S.S. *Enrya*, to sail about 10th Dec. 1897.

For Freight or Passage, apply to DODWELL, OARLILL & Co., Agents.

Hongkong, September 26, 1897. 1916

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

The Steamship *Gudrie*, Captain Chas, will be despatched for the above Ports on WEDNESDAY, the 13th October, at 3 p.m.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

Return Tickets issued by this Company to and from Australia, are available for return by the Steamers of the China Navigation Company, and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, September 28, 1897. 1936

NIPPON YUSEN KAISEA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR MARSEILLES, LONDON AND ANTWERP, VIA STRAITS, COLOMBO AND PORT SAID.

The Co.'s Steamship *Kanaka Maru*, Captain J. S. Thomson, will be despatched as above on FRIDAY, the 10th Instant, at 4 p.m.

This Steamer is fitted with Superior Accommodation for First-class and Second-class Passengers, and is lighted by Electricity throughout.

A duly qualified Doctor is carried.

For Freight or Passage, apply to NIPPON YUSEN KAISEA.

Hongkong, October 1, 1897. 1938

ROCKMERS' REGULAR LINE OF STEAMERS.

FOR BREMEN AND HAMBURG.

The Co.'s Steamship *Maria Rickmers*, Captain Baus, will be despatched as above on FRIDAY, the 10th October.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, September 25, 1897. 1918

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND COLOMBO.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Onya*, Captain J. A. Davies, will be despatched as above on or about the 20th Instant.

For Passage, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, October 1, 1897. 1938

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAMSUI.

The Co.'s Steamship *For more*, Captain Runkor, will be despatched for the above Ports TO-MORROW, the 5th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, October 4, 1897. 1934

FOR SINGAPORE, HAYRE AND HAMBURG.

(Calling at NAPLES for visiting Passengers if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Bertha*, Captain F. Jackson, will be despatched for the above Ports on THURSDAY, the 7th October, at 5 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, September 27, 1897. 1926

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *T. Hansen*, Master, will be despatched for the above Port on or about the 12th October.

To be followed by the S.S. *St. Ninian*, on or about the 31st Oct. S.S. *Falldon Hall*, on or about the 15th November.

S.S. *Yarrowdale*, on or about the 30th Nov. S.S. *Yarrowdale*, on or about the 15th December.

For Freight, apply to SHEWAN, TOMES & Co. Agents.

Hongkong, October 2, 1897. 1934

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Dardurus*, Captain Gurevsky, will be despatched as above on THURSDAY, the 14th Instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 1, 1897. 1901

Sailing Vessels.

FOR BALTIMORE.

The Co.'s A.I. Hawaiian barque *John*, Captain C. C. Mcclus, is loading here for the above Port and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co. Agents.

Hongkong, September 21, 1897. 1838

FOR NEW YORK.

The S.S. A.I. American Ship *John*, Captain M. L. Park, is loading here for the above Port and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co. Agents.

Hongkong, September 21, 1897. 1889

FOR BALTIMORE.

The S.S. A.I. American Ship *John*, Captain Waldo, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co. Agents.

Hongkong, August 26, 1897. 1714

Mails.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *MIRZA PORE*, Capt. T. WICKERSON, carrying Her Majesty's Mails, will be despatched from this Port on BOMBAY, &c., on THURSDAY, the 7th October, at Noon, taking Passengers and Cargo for the above Ports.

This Steamer connects at Bombay with the Steamship *CALEDONIA*, leaving that Port on the 30th October, for LONDON direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

F. & O. S. S. Co. Agents.
Hongkong, September 24, 1897. 1908

Mails.

Occidental & Oriental Steamship Company.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Capt. (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *Gudrie* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *Doric* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *St. Ninian* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *Yarrowdale* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *Enrya* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *Patricia* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *Comet* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *Deception* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *Chelid* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *For more* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *Bertha* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *T. Hansen* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *Dardurus* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *MIRZA PORE* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *Maria Rickmers* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *Kanaka Maru* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *Enrya* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *Patricia* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *Comet* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *Deception* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *Chelid* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *For more* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *Bertha* (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) *T. 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HONGKONG MARKET PRICES.

Corrected to Saturday, October 3, 1897.

At 1080 Cash per Dollar Mexican.

Prices Highest, Lowest, Cash, Cash.

Butcher Meat.

Bacon, English, lb.	—	—	來路烟猪肉
" " " " "	380	—	花旗烟猪肉
" " " " "	—	—	福州烟猪肉
" " " " "	—	—	日本烟猪肉
Beef, siccoid & prime cut, catty	140	—	尾尾沙
" " " " "	140	—	燒牛肉
" " " " "	130	—	燒牛肉
" " " " "	100	—	湯肉
" " " " "	120	—	牛肉細
Bullock's Brains, per set	60	50	牛腦
" " " " "	250	—	牛腦
" " " " "	310	—	牛腦
" " " " "	500	—	牛腦
" " " " "	150	—	牛腦
" " " " "	140	—	牛腦
" " " " "	60	50	牛腦
" " " " "	100	—	牛腦
" " " " "	70	—	牛腦
" " " " "	60	50	牛腦
Calves Head and Feet, set	500	—	牛仔頭脚
Hams, American, lb.	360	—	花旗火腿
" " " " "	250	—	花旗火腿
" " " " "	460	—	花旗火腿
" " " " "	320	—	花旗火腿
" " " " "	220	—	花旗火腿
Mutton Chop, " "	180	—	羊腩
" " " " "	160	—	羊腩
" " " " "	120	—	羊腩
Pigs' Chitlings, " "	70	60	豬雜
" " " " "	110	—	豬雜
" " " " "	160	—	豬雜
" " " " "	450	—	豬雜
" " " " "	50	40	豬雜
" " " " "	70	—	豬雜
" " " " "	160	—	豬雜
Pork Chop, " "	180	—	豬腩
" " " " "	—	—	豬腩
" " " " "	190	—	豬腩
" " " " "	160	—	豬腩
Sheep's Head and Feet, set	360	—	羊頭脚
" " " " "	50	40	羊頭脚
" " " " "	70	—	羊頭脚
" " " " "	150	140	羊頭脚
Sucking Pigs, each	\$1.75	\$1.25	生油
Suet, Beef, lb.	100	—	生油
" " " " "	100	—	生油
Veal, catty	130	—	生油

Poultry.

Chickens, catty	200	—	雞仔
Capons, " "	260	—	雞仔
Ducks, " "	150	—	鴨仔
Doves, each	150	—	鴨仔
Eggs, Hen, doz.	120	—	鴨仔
" " " " "	110	—	鴨仔
Fowls, catty	180	—	鴨仔
Geese, " "	180	—	鴨仔
Hares, each	—	—	鴨仔
Musk Deer, " "	—	—	鴨仔
Partridges, " "	450	—	鴨仔
Pigeons, " "	180	—	鴨仔
Pheasants, " "	500	—	鴨仔
Rice Birds, doz.	500	—	鴨仔
Quail, each	170	—	鴨仔
Snipe, " "	160	—	鴨仔
Turkeys, Cook, catty	500	—	鴨仔
" " " " "	250	—	鴨仔
Teal, each	500	—	鴨仔
Wild Ducks, pair	—	—	鴨仔

Fish.

Barbel, catty	170	—	魚
Bream, " "	80	—	魚
Bombay Ducks, pieces	—	—	魚
C'no Fresh Water Fish, catty	80	—	魚
Carp, " "	80	—	魚
Catfish, " "	80	—	魚
Codfish, (Salt), " "	80	—	魚
Crook, " "	100	—	魚
Cuttle Fish, " "	100	—	魚
Dab, " "	60	—	魚
Dace, " "	90	—	魚
Dog Fish, " "	—	—	魚
Hals, Congor, " "	—	—	魚
" " " " "	200	—	魚
Mals, Yellow, " "	180	—	魚
File Fish, " "	250	—	魚
Frogs, " "	80	—	魚
Fresh Fish, " "	280	—	魚
Garoupe, " "	80	—	魚
Gudgeon, " "	80	—	魚
Gurnard, " "	80	—	魚
Hardings, " "	120	—	魚
Hallbut, catty	120	—	魚
Labrus, " "	140	—	魚
Loach, " "	140	—	魚
Lobster, " "	800	—	魚
Macaroni, " "	200	—	魚
Milk Fish, " "	120	—	魚
Mullet, " "	120	—	魚
Oysters, " "	120	—	魚
Perch, " "	120	—	魚
Pike, " "	120	—	魚

Pike, catty	—	—	花
Plaice, " "	—	—	花
Pomfret, White, " "	200	—	花
Pomfret, Black, " "	150	—	花
Prawns, " "	250	—	花
Ray, " "	50	—	花
Rock Fish, " "	90	80	花
Roach, " "	—	—	花
Salmon, (Canton), " "	200	—	花
Shark, " "	50	—	花
Salt Fish, " "	100	—	花
Skate, " "	50	—	花
Shrimps, " "	140	—	花
Snapper, " "	200	—	花
Soles, " "	150	—	花
Tench, " "	—	—	花
Turbot, " "	120	—	花
Turtles, small, fresh water, " "	350	—	花
Whiting, catty	70	—	花
White Bait, " "	90	—	花

Fruits.

Apples, (California), catty	250	—	果
" " (Tientsin), " "	—	—	果
" " (Japan), " "	—	—	果
Bananas, fragrant, " "	30	—	果
" " (brides), " "	50	—	果
Chestnuts, Chinese, " "	200	—	果
Carambola, " "	80	—	果
Cocanana, each	50	—	果
Ground Nuts, catty	90	—	果
Grapes, " "	250	—	果
Lemons, China, " "	60	—	果
" " Peel, " "	—	—	果
Lichees, dried, " "	350	—	果
" " Fresh, " "	—	—	果
Limes, " "	—	—	果
Mango, (Siam), each	—	—	果
" " (Hawaii), " "	—	—	果
Mangosteen, dozen	—	—	果
Oranges, Sweet, catty	—	—	果
" " Green, " "	50	—	果
" " Red, " "	—	—	果
Olive, " "	—	—	果
Perseimons, " "	50	—	果
Pine-apples, each	—	—	果
Pears, catty	80	—	果
" " (Tientsin), " "	100	—	果
Pine, Red, " "	—	—	果
Pumelo, each	100	—	果
" " (Siam), catty	150	—	果
Raisins, Muscatel, " "	—	—	果
" " Pudding, " "	—	—	果
Water Chestnuts, com.	40	—	果
" " Mandarin, " "	60	—	果
Walnuts, " "	120	—	果

Vegetables, &c.

Artichokes, Shanghai, catty	—	—	菜
Beans, (French), " "	140	130	菜
" " Long, " "	70	—	菜
Beet Root, each	20	—	菜
Brinjals, Green, catty	30	—	菜
" " Red, " "	40	—	菜
Brassica, " "	40	—	菜
Bamboo Shoots, " "	90	—	菜
Cabbage, Chinese com.	30	—	菜
Cabbage, " "	130	—	菜
Cardiflower, " "	—	—	菜
Caulis, catty	90	—	菜
Celery, Chinese, " "	140	—	菜
" " English, " "	—	—	菜
Chilies, dried, " "	130	—	菜
" " Red, " "	80	—	菜
Curry Stuff, English, " "	50	—	菜
Onion, com.	50	—	菜
Bitter Squash, " "	40	—	菜
Garlic, " "	50	—	菜
Ginger, young, " "	50	—	菜
Horse Radish, S'hai, piece	120	—	菜
Indian Corn, " "	10	—	菜
Lettuce, (English), each	10	—	菜
Mushrooms, French, catty	—	—	菜
Onions, Bombay, " "	60	—	菜
" " Green, " "	30	—	菜
" " Shanghai, " "	50	—	菜
" " Japan, " "	40	—	菜
Okra, " "	60	—	菜
Parley, English, bundle	10	—	菜
Potatoes, Sweet, catty	30	—	菜
" " Shanghai, " "	50	—	菜
" " American, " "	40	—	菜
" " Foochow, " "	—	—	菜
" " Macao, " "	—	—	菜
Pumpkin, " "	20	—	菜
Purpline, " "	5	—	菜
Papaw, " "	25	20	菜
Radish, " "	80	—	菜
Rice, best quality, per picul	\$4.50	—	菜
" " Common, " "	\$4.10	—	菜
Salsola, catty	70	—	菜
Spinage, (Chinese), " "	80	—	菜
Squash, " "	40	—	菜
Sweet Corn, " "	70	—	菜
Tomatoes, " "	80	15	菜
Taro, " "	80	—	菜
Turkey, Pearl, (Canton), " "	30	—	菜
Vegetable Marrow, " "	—	—	菜
Water Cress, " "	110	—	菜

A NEW ROBERT MACAIRE.

A remarkable instance of almost incredible nerve and audacity has occurred in Paris. A man, wearing a handsome beard, dressed in good clothes, and having an air of self-possession and perfect ease, walked into a crowded barber's shop, saluted the lady at the cashier's desk, said "good day" to the gentlemen waiting their turn, and then asked, "Will the gentleman unshaven to the next shaver kindly give me his place? I am greatly pleased for him. The man in order naturally granted the request, and when the man had seated himself in the chair he said, "Shave off my beard entirely." "Entirely, Monsieur?" answered the surprised barber. "Yes, and moustache also," the man continued. "Your beard is fine, Monsieur, it seems a pity to lose it," added the barber. "I know that," replied the man, in a loud voice, "but it is necessary. Last night I committed a crime in a little place not far from here, and it is necessary for me to change my appearance as to escape detection, because I think the neighbors saw me in the garden of the house where my victim lives. Everyone at this was interested, and supposed the man either to be mad or joking, but the barber began cutting off the beard, and said, meanwhile, "What was the crime?" "I assaulted a woman in her own home, nearly killed her, took her money and jewels, and got away." No one for a moment suspected the man was telling the truth, and all laughed at his story. After the barber had finished, the man said, "I think I should like to have a tonsure, suppose you cut my hair as to make a tonsure." Despite his astonishment the barber did as directed, the man paid his score, and disappeared. It came out the following morning that the man really did commit the crime he described.

THE HOSTILE U.S. TARIFF.

PREMIERE SPECULATIONS AT WASHINGTON. Washington, 28th August.—Attorney General McKenna had a conference to-day with Secretary Gage regarding his opinion in the matter of the proposed 10 per cent. ad valorem discriminating duty. The text of the opinion was yesterday laid before the Treasury Department. The strictest secrecy is still maintained regarding this opinion, but the impression is gaining ground that it takes the view that all goods sent through Canada in bond to the United States are "indirect imports from Canada," within the purview of section 22, and should therefore be taxed 10 per cent. This not only relates to dutiable goods, but to all goods entitled to free entry. It is also believed that the Attorney General holds that Asiatic products in transit through the United States for European destinations are not importations. Under the general tariff statutes, whatever duties might be imposed on such goods upon entering the United States would have to be related when the goods were shipped to Europe. Commissioner of Navigation Chamberlain said to the *Chronicle* correspondent this afternoon that if the decision of the Treasury Department is in favor of imposing the duty and letting the tax stand the fact in this country, to which it will of course be carried, will be of great benefit to the Pacific Mail. This line of steamers will practically control the trade with China and Japan, except that portion that may be carried on sailing vessels. The line of steamers, which is British, will have all its importations subject to the extra tax because in the language of the tariff act they are "not products of British possessions in Europe" and therefore do not come under treaty provisions. The Northern Pacific Steamship line, which is British, will also be liable for the tax. On all goods coming to Tacoma it must be carried for the reason given above. On all that comes to Vancouver the tax must be paid because they are bonded and "not from territory contiguous to the United States." The Empire line to Vancouver pays for the same reason, but the Pacific line vessels to the same port, while the Japanese line, the Nippon Yusen Kaisha to Seattle pays because we have no treaty on the subject with Japan as provided in the Dingley bill. This leaves all but the Pacific Mail certain of being loaded with the new tax.

It is reported here that the British Government is making active preparations to meet the anticipated action of the United States in levying the 10 per cent. discriminating duty. While no information has been received through diplomatic channels, the matter has not yet having been made the subject of formal representation, the Treasury Department has received semi-official advice to the effect that the Colonial Government is preparing to handle the through traffic of Oriental products intended for Europe without permitting it to enter the United States. This would mean the cutting off of an enormous field of business which has for years been handled by the American railroads to their great profit. Ultimately reprisals might be carried to the extent of wiping out the bonding privilege and a sort of tariff war between the United States and its northern neighbor would be inaugurated. [The telegraphic advice since received put a very different light upon the tariff question.—Ed. C. M.]

Low exchange has not increased our prices of Pianos, but we have instead reduced our expenses and our prices are the very lowest. W. Robinson & Co.

"Say, are you the boy I sent with a letter about three weeks ago? Boy? Yes, sir." "Well, why in the mischief didn't you bring the answer back? Boy? You told me to wait for a reply, and the man won't be home until next spring."

Hongkong Tide.

The Tide Table given below has been compiled by the Naval Almanac Office in London from the results of the astronomical observations taken by means of an automatic tide recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamoon Dock, Aberdeen, add 12 ft. 9 in. to the height given in the table.

5th to 11th October.		Low Water.		High Water.	
Day	Time	Height	Time	Height	Time
Mon.	5.30	4.10	1.30	5.40	5.40
Tue.	5.30	4.10	1.30	5.40	5.40
Wed.	5.30	4.10	1.30	5.40	5.40
Thur.	5.30	4.10	1.30	5.40	5.40
Fri.	5.30	4.10	1.30	5.40	5.40
Sat.	5.30	4.10	1.30	5.40	5.40
Sun.	5.30	4.10	1.30	5.40	5.40

NEWS BY THE AUSTRALIAN MAIL.

OTTAWA.

London, September 3.—The death is announced of Mr James Anderson, the well-known shipowner. Sept. 7.—The death is announced of the Hon. Sir Lewis William Cave, one of the Justices of the Queen's Bench Division of the High Court of Justice, at the age of 62. Sept. 15.—William Whaley, who recently retired from the Supreme Court Bench in New South Wales, has died suddenly at Boulogne from paralysis of the heart.

BRITISH TRADE.

According to the returns of the Board of Trade, the imports into the United Kingdom during the month of August show an increase in value of £800,912, and the exports a decrease in value of £1,552,799, as compared with the corresponding period of last year.

AN AUSTRALIAN ROWING EIGHT FOR ENGLAND.

The Amateur Rowing Association of England has considered a proposal for a visit to England by an Australian eight-oar crew. The association will gladly welcome an Australian eight, but considers it desirable that the expenses should not be paid by public subscription.

SCULLING MATCH.

Adelaide, Sept. 16.—Sullivan, the New Zealand oarsman, has defeated Bennett, on the Thames championship course by a hundred yards.

RAILWAY CALAMITY.

London, September 13.—A passenger train and a goods train came into collision near Colchester, U.S.A., and the boilers exploding, the cars caught fire. Terrible scenes resulted, and twenty-five people lost their lives.

SWIMMING IN ENGLAND.

London, Sept. 8.—There is great excitement over the match for the professional swimming championship of the world, which takes place to-day, at Doncaster, between Nuttall (the English champion) and Percy Cavill (professional champion of Australia). The match is for £200 a side, over a 500 yards course. Both men are in excellent condition. The betting is 6 to 4 on Nuttall.

Sept. 9.—The match between Nuttall and Cavill was witnessed by great crowds. Nuttall won the race and selected the right-hand side of the river. He was the quicker away, and when 30 yards had been swum he was leading by two yards. Ten yards further Nuttall was a clear length to the good. At 300 yards Cavill regained, being then 25 yards behind the Englishman.

Nuttall finished easily, beating the previous record for the distance. The time was 18 minutes 38 seconds. The *Sporting Life* says that Cavill swam up to expectations considering his weight.

Three matches have been arranged between J. H. Tyers, of Manchester, the ex-amateur champion swimmer of England, and Percy Cavill, of Sydney, the amateur long-distance champion of England and Australia. On the 18th instant they will swim a mile between the piers at Blackpool, the 22nd match will be contested in the sea at Blackpool over a course of 5 1/2 miles, and they will swim half a mile in a lake at Manchester, or at Hillingworth, on a date before the 30th instant.

Sept. 3.—A match between Russell, the Scotch champion swimmer, and Percy Cavill, of Sydney, the champion amateur long-distance swimmer of England and Australia, was swum at Glasgow yesterday. The distance was a quarter of a mile. Russell got the better of the start, but for 50 yards it was a neck-and-neck race. At the end of the first 100 yds. led by five yards. At 400 yards Cavill had increased his lead to 20 yards, and he won the race by 25 yards, his time being 6 minutes 13 seconds.

THE CROPS IN IRELAND.

London, Sept. 4.—Mr Spaight, a Government agricultural expert, reports that the potato crop in the mountain districts of Ireland is ruined, and that the corn and hay crops are rotting. He expects that the coming winter will be one of the worst since 1847, the year of the Irish famine.

The failure of the potato crop in Ireland in 1847 resulted in famine, and terrible privations amongst the Irish poor. The severity of food was also severely felt in the years 1814, 1816, 1822, and 1831. Grants by Parliament to relieve the sufferings of the people were made in the session of 1847, the whole amounting to £10,000,000.

RUSSIA AND GREECE.

London, Sept. 4.—A Russian telegram from Constantinople states that the representatives of the Powers have approved of Lord Salisbury's latest proposals for the settlement of the terms of peace between Turkey and Greece. The Athens Chamber of Deputies will be required to pass a law regarding the revocation of the payment of the interest on the indemnity loan. The dates of the payments have not yet been decided. Great Britain concedes to Germany the demand for including in the financial control the payment of the interest on the old debt from the assigned revenues, but remains silent on the question of the promissory of Thessaly by Turkish troops. The Greek Government agrees to the terms embodied in Lord Salisbury's proposals in regard to the assigning of the revenues for the purposes indicated. Lord Salisbury has suggested that a month should be allowed for the revision of the Treaty. Greece offers to assign her customs duties on the export of currants and figs, as well as the Port Laurium Light-house and harbour dues, which are estimated to yield over 10,000,000 drachmas yearly. Tewfik Pasha, the Turkish Minister for Foreign Affairs, is favourably impressed with Lord Salisbury's proposals. The peace negotiations will be resumed to-morrow.

ALPINE DISASTER.

